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The main obstacle to higher production is a shortage of coal cars. The Tashkent Railroad supplies only 70 - 30 percent of the empty cars required. Since the pit lacks transport and storage equipment, it is unable to store large quantities of coal and, hence, must cut down on production. The railroad failed to send 270 cars in June and 490 cars in July.

"Sredazugol'" Combine did not fulfill the plan for construction of approaches, conveyers, and bunkers. This has greatly hindered loading operations. Additional tracks have not been laid at Pravoberezhnaya Station, and the branch which leads to the pit has not been repaired. Thus, the railroad is not able to accommodate the expanding capacity of the Angren mines. It is conceivable that in 1949 the railroad will not be able to meet the demands of the basin since the second section of the open pit will begin to function and a large gas plant, a heat and power plant, and other enterprises will be constructed. These new enterprises will also require railroad service. The local deposits of kaolin, marl, lime, etc., will permit the production of cement, lime, refractory material, and porcelain wares.

NEW MINE IN GEORGIAN SSR -- Zarya Vostoka, No 177, 4 Sep 48

By order of the Presidium of the Supreme Soviet Georgian SSR, the new "Yugo-Vostochnaya" Tbilisi Coal Mine has been given the name "imeni Vyacheslav Mikhaylovich Molotov." The Mine imeni Molotov was put into operation 2 months ago. Scraper conveyers are being used at all levels of the mine for coal transportation. Their use greatly increases labor efficiency.

TURKMEN PRODUCTION TO INCREASE -- Pravda Vostoka, No 179, 8 Sep 48

There are extensive deposits of bituminous coal in the Kugitang-Tau Mountains. A new adit has been constructed which leads to a low level of the seam being worked there. Pit work is being mechanized. Coal will be conveyed by electric hoisting machines. Cutting machines are being put into operation. A power plant is being constructed. These measures will boost coal production fivefold.

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